



**STATE OF CONNECTICUT**  
**DEPARTMENT OF MOTOR VEHICLES**

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<http://ct.gov/dmv>



*Testimony of Department of Motor Vehicles Commissioner Melody A. Currey  
Transportation Committee Public Hearing  
February 14, 2011*

**Proposed H.B. 6146**

**AN ACT PROHIBITING ANY PERSON CONVICTED OF DRIVING UNDER THE  
INFLUENCE OF INTOXICATING LIQUOR (DUI) FROM OPERATING A MOTOR  
VEHICLE UNLESSS SUCH VEHICLE IS EQUIPPED WITH AN IGNITION LOCK**

**Proposed H.B. 6147**

**AN ACT REQUIRING IGNITION LOCKING DEVICES FOR PERSONS CONVICTED  
OF DRIVING UNDER THE INFLUENCE OF ALCOHOL**

**Proposed H.B. 6202**

**AN ACT REQUIRING THE USE OF IGNITION LOCKING DEVICES**

**Proposed S.B. 704**

**AN ACT CONCERNING THE USE OF IGNITION INTERLOCK DEVICES**

The Department of Motor Vehicles is the agency responsible for administering ignition interlock device (IID) programs, which are currently mandated after a second conviction for DUI, or when ordered by a court. S.B 704, H.B 6146, H.B. 6147 and H.B. 6202 would require an IID after a first conviction for DUI.

The DMV is aware that as part of the process of reauthorizing the surface transportation program, Congress may impose a requirement that states pass laws mandating IIDs after a first conviction for DUI, and States may begin to lose a percentage of transportation funds beginning in October 2012 if they fail to implement such laws. The proposed bills mandating an IID after a first conviction would result in a tenfold increase in the number of IID participants in Connecticut, and it is unlikely that DMV would be given adequate resources to meet this increased demand.

The federal law dictates that license suspension periods that states are required to impose for repeat offenders must be at least one year, or in the alternative 45 days "followed by a reinstatement of limited driving privileges for the purpose of getting to and from work." S.B. 704 would require a "hard" suspension for less than a year, and therefore would require the combination of license suspensions and work permits. Currently in Connecticut, repeat offenders are not eligible for work permits. Therefore, there would also need to be significant changes made to the statutes and regulations relating to work permits. These proposals would necessitate a significant expansion of the work permit program.

Finally, the statutes relating to administrative suspensions for DUI under the "per se" program would need to be amended in order to align these suspension periods with those for DUI convictions.

We believe that there is sufficient lead time before the reauthorization of the surface transportation program to implement the necessary changes in a deliberative, methodical and organized manner. This should involve a careful analysis of the resources that will be required to implement these changes.